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COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Altenburg Airfield 25X1A

25X1X 25X1A

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT 1 to 16 March 1951

DATE OBTAINED [REDACTED] DATE PREPARED 17 April 1951

REFERENCES [REDACTED] 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

REFERENCE COPY

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1. From 1 to 8 March 1951, the Altenburg (W 5L/T 27) airfield was still occupied by about 30 twin-engine transports. (1) Night flying was practiced on 7 and 8 March between 7 p.m. and 2 a.m. Take-offs and landings were made on the runway toward the south-southwest. A truck with a mounted rotary searchlight was parked on the southern edge of the runway. Between the runway and the flight control station there was a lighted landing cross. There were four lights each north and south of the landing cross along the runway. The obstacle lights on the roofs of the flight control station and hangars were switched on. About 15 aircraft made individual flights. After taking off, the planes headed west. Source was of the opinion that aircraft in flight were probably in radio contact with the field since the rotary searchlight was in operation when a plane approached the field even before the sound of its engines was heard. The searchlight was switched off as soon as the sound of the engine was heard. It was turned on again shortly before the plane landed. The flight discipline was considered good by source.

2. [REDACTED]

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3. The radio mast, previously seen about 150 meters from the extension of the runway, was moved to a cleared area in the woods about 350 to 400 meters north of the runway. (3) Two red, sagging wires led from the mast to a radio cabin. A box, approximately 50 cm high, was fitted on the mast about 1 or 2 meters above the ground. The mast was guarded by a sentry. No radar set or dipole installation was seen in the extension of the runway. (4)
4. Between 1 and 16 March, the airfield was occupied by a Soviet Air Force unit. An employee at the field said that this unit had [REDACTED] (5) All the soldiers wore black-bordered blue

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epaulets. Some of them were thought to be parachutists because parachuting was repeatedly practiced over the field. (6) About 30 twin-engine transports were permanently stationed at the field. (1)

5. Flying observed between 1 and 9 March included: On 1 March between 9:30 a.m. and 2:30 p.m., three planes; on the night of 2 March between 6:45 p.m. and 2:20 a.m., four; on 5 March between 8:10 and 10:20 a.m., one; on 8 March between 9:20 and 11:45 a.m., four; and on 9 March between 11 a.m. and 3 p.m., three planes. During night flying on 2 March, it was observed that two strong searchlights illuminated a certain site where the aircraft landed. No parachute jumps were made. There was only local flying.

6.

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7. It was rumored that the troops occupying the field were to be transferred. (7)

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Comments.

- (2) The type and number of aircraft observed indicate that the airfield is still occupied by one air transport regiment, equipped with LI-2s. 25X1C

(2)

- (3) The former location of the radio mast was previously reported. See [redacted] The present location of the mast indicates that it is possibly a landing beacon.

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- (4) No other sources observed radar sets at or near the airfield.

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- (5) [redacted] the 11th Gds Long-Range Bmr Regt (ADD) during World War II. After January 1950 [redacted] was observed at the Altenburg airfield by several sources. It is believed that the [redacted] is the air transport regiment. 25X1A

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- (6) It is not believed that a parachute unit is stationed at the Altenburg airfield. The air transport regiment was repeatedly used for parachuting exercises conducted by army personnel. (7) No indications of an intended transfer of the air transport regiment have been reported by other sources.

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